

7 Public Involvement

The following procedures are part of the High Point Urbanized Area Metropolitan Planning Organization (MPO) public involvement plan required as part of the passage of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21). The purpose of this policy is to be consistent with the intent to provide for an open process with free exchange of information and opportunity for input at all stages. This public involvement process shall be reviewed periodically to assure that the process provides full and open access to all interested parties.

The development of plans and programs, and their amendments, shall meet all current Federal Highway administration (FHWA), Federal Transit Administration (FTA), and North Carolina Department of Transportation (NCDOT) requirements.

7.1 Long Range Transportation Plan Reviews

Reviews consist of a recertification of the MPO's LRTP. The Review examines how current trends are tracking the trends anticipated when the LRTP was originally developed. The products from a Review of the LRTP will be a short report discussing the observed versus anticipated trends and any emphasis areas for upcoming Major Updates of the LRTP. In addition, the Review will be done concurrently with a new air quality conformity analysis. Reviews will be conducted every two years.

Public Review Policy

The Technical Coordinating Committee (TCC) and Transportation Advisory Committee (TAC) will review the draft LRTP. The TAC will release the document for a public review period of at least thirty (30) calendar days prior to adopting the LRTP. The provisions that follow may be supplemented with additional outreach and public involvement strategies at the discretion of the MPO.

Public notice inviting written comments will be made. This notice will (1) identify a due date for comments, and a contact for questions or additional information; and (2) list locations where the draft LRTP is available for review and directions for submitting comments, except where space limitations permit only the information in item (1) to be displayed. Public notice will be given through all appropriate media outlets. Targeted mailings, other advertising outlets, and additional outreach strategies may also be used. Major newspaper display ads At least two display ads will be run in different weeks in each major paper in the MPO area during the public review period; Local access cable television Advertisements will be run throughout the public review period.

Notice will be placed on the Website of the MPO throughout the public review period; and

A news release to area media outlets will be made by the MPO at or prior to the commencement of the public review period.

LRTP documents for public review will be distributed to the following locations:

High Point Public Library, Archdale Public Library, Jamestown Public Library, Thomasville Public Library; Davidson County (Lexington) Public Library, High Point Department of Transportation, Archdale Planning Department, Jamestown Town Hall, Thomasville Engineering Department, Trinity City Hall; Davidson County Planning Department, Guilford County Planning Department, Randolph County Planning Department; and The website of the MPO.

A public hearing will be held at the conclusion of the public review period. The public hearing may be held as part of a regularly scheduled MPO TAC meeting. The meeting will provide information and the opportunity for the public to make written and oral comments. One display ad per major newspaper will suffice, and Website and local access cable television notices will be run for at least a week prior to the meeting.

Public comments received through the public involvement process will be documented and presented to the TAC at the public hearing for the LRTP Review in summary form or verbatim at the MPO's discretion. Responses to public comments will be included as appropriate. Staff will take public comments into consideration when drafting the final LRTP. The TAC will also consider public comments when deciding whether or not to approve the final LRTP.

Additional strategies for informing and involving low income and minority communities will be used in addition to measures listed above that contribute to this objective, such as newspaper advertising and the availability of documents in locations accessible to all citizens. Additional strategies will be tested, documented, and evaluated for inclusion in future Public Involvement Plan updates.

These public involvement provisions may be supplemented with Public Information meeting(s) at the discretion of the TCC Chair and/or TAC Chair.

Long Range Transportation Plan Major Updates

A Major Update includes validation of the travel model, forecasting new socio-economic data, new financial planning and a complete analysis of alternative transportation plans. As part of this Update, a conformity analysis and determination will be completed.

Public Review Policy

A public information meeting will be held at the beginning of the planning process. The meeting will provide information and the opportunity to make written and oral comments. One display ad per major newspaper will suffice, and Website and local access cable television notices will be run for at least a week prior to the meeting.

At the conclusion of the planning process, the Technical Coordinating Committee (TCC) and Transportation Advisory Committee (TAC) will review the draft LRTP. The TAC will release the document for a public review period of at least thirty (30) calendar days

prior to adopting the LRTP. The provisions that follow may be supplemented with additional outreach and public involvement strategies at the discretion of the MPO.

Public notice inviting written comments will be made. This notice will (1) identify a due date for comments and a contact for questions or additional information; and (2) list locations where the draft LRTP is available for review and directions for submitting comments, except where space limitations permit only the information in item (1) to be displayed. Public notice will be given through all appropriate media outlets. Targeted mailings, other advertising outlets, and additional outreach strategies may also be used. Major newspaper display ads At least two display ads will be run in different weeks in each major paper in the MPO area during the public review period.

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7.2 Public Involvement Process

The HPMPO followed the process dictated by a Long Range Transportation Plan Review. The draft LRTP was distributed before October 6th at the following locations:

High Point Public Library, Archdale Public Library, Jamestown Public Library, Thomasville Public Library, Davidson County (Lexington) Public Library, High Point Department of Transportation, Archdale Planning Department, Jamestown Town Hall, Thomasville Engineering Department, Trinity City Hall, Davidson County Planning Department, Guilford County Planning Department, and Randolph County Planning Department.

Ads (sample on the following page) were placed in the following newspapers:

- High Point /Enterprise
- Greensboro News-Record
- Lexington Dispatch
- Jamestown News
- Winston-Salem Journal
- Archdale-Trinity News
- Thomasville Times

The Cities of High Point and Thomasville also ran the ad on their government cable channel throughout the public review period.

In addition, the draft Plan in its entirety was available on the HPMPO website from December 10th through the closing of public comment on January 11th.

Public Notice:

The High Point Metropolitan Planning Organization Seeks Public Review and Comment on the DRAFT 2035 Long-Range Transportation Plan (LRTP) and the Draft Conformity Determination Report

The High Point Urban Area MPO (HPMPO) will officially begin a public comment period of at least 30 days for its **Draft 2035 LRTP** and **Draft Conformity Determination Report on December 10, 2012**.

The LRTP is a blueprint to guide the High Point Urban Area's transportation development over a 25-year period. Updated every four years to reflect changing conditions and new planning principles, the **Draft 2035 LRTP** looks at major urban transportation planning issues such as environmental/air quality; complete access to transportation; alternative transportation modes (i.e., bicycle and pedestrian); freight transportation; and highway traffic congestion.

Also included is the **Draft Conformity Determination Report**, which successfully determines that the HPMPO is in conformity with the applicable North Carolina State Implementation Plan (SIP) for air quality in its adoption of a Transportation Improvement Program (TIP), Long-Range Transportation Plan, and any pertinent amendments or updates.

The public review/comment period for the both documents will commence on December 10, 2012. **Comments received on or before January 11, 2013 will be included in the 2035 LRTP.** The Draft 2035 LRTP, Draft Conformity Determination Report, and comments and responses will be presented to the Transportation Advisory Committee (TAC) at the January 22, 2013 meeting. A public hearing is scheduled for January 22, 2013 at the TAC meeting.

The HPMPO will hold four drop-in public meetings during the public review process. Those meeting dates and times are as follows:

- Meeting 1** DATE: Thursday December 13, 2012
 LOCATION: Thomasville Public Library
 14 Randolph Street, Thomasville, NC
 TIME: 4:00pm – 7:00pm
- Meeting 2** DATE: Tuesday December 18, 2012
 LOCATION: High Point Public Library
 901 N. Main Street, High Point, NC
 TIME: 4:00 pm – 7:00 pm
- Meeting 3** DATE: Tuesday January 8, 2013
 LOCATION: Archdale Public Library
 10433 S. Main Street, Archdale, NC
 TIME: 4:00 pm – 7:00 pm
- Meeting 4** DATE: Thursday January 10, 2013
 LOCATION: Jamestown Public Library
 200 West Main Street, Jamestown, NC
 TIME: 4:00 pm – 7:00 pm

The **Draft 2035 LRTP** and **Conformity Determination Report** may be reviewed at the HPMPO website: www.hpdot.net/hpmmpo. Comments may be submitted electronically from this website. Copies of the DRAFT LRTP and Conformity Report will also be available for public review at the following locations:

High Point Public Library, Archdale Public Library, Jamestown Public Library, Thomasville Public Library; Davidson County (Lexington) Public Library, High Point Department of Transportation, Archdale Planning Department, Jamestown Town Hall, Thomasville Engineering Department, Trinity City Hall; Davidson County Planning Department, Guilford County Planning Department, Randolph County Planning Department.

Please provide all comments in written format. All comments should be sent to David Hyder, MPO Coordinator, High Point MPO, P.O. Box 230, High Point, NC

27261 or by e-mail at david.hyder@highpointnc.gov. All comments, except those provided at the January 22nd Public Hearing, must be received by 5:00 p.m. on January 11, 2013 to be considered.

7.3 Public Comments

Wanda Smith – We live in High Point, NC, would like to have the [bus] run longer until 10pm.

- Comment was forwarded to Hi-tran

Damon Bullock – Please let the bus run to 10:00 pm.

- Comment was forwarded to Hi-tran

Pat Shelton – In order to alleviate traffic on Randolph Street, reroute through traffic to Julian Avenue connector to NC 109.

- Ms. Shelton and staff discussed her concerns at the public meeting in Thomasville including Project FS-0509A, a feasibility study for NC 109 through Thomasville. This study conducted by NCDOT has several recommendations including Ms. Shelton's request.

PUBLIC HEARING COMMENTS

Public Hearing Comments for the 2035 LRTP Plan
January 22, 2013 TAC meeting

Lee Gill: 580 Oaklawn Rd.
Wallburg, NC

Mr. Gill spoke in opposition to the chosen route for the NC 109 project. He passed out a handout with two pages of information and a letter from a local realtor. The two pages contain data provided by the NCDOT public and regulating boards. He spoke about the environmental impact statement provided by NCDOT in regards to NC 109. He cited two major federal rules, one an urban or built up land area, public land or water areas cannot be considered prime farmland. Urban or built up land is a contiguous unit of land 10 or more acres in size. This information is issued by the United States Department of Agriculture in a soil survey book. The book he is using is from Davidson County. The second federal rule is that if there is a workable existing highway that can serve the purpose and need that existing highway should be used. He then spoke about the details in the executive summary about the prime farm acreage. He spoke about how the prime farmland is identified, how he identified it and how NCDOT identifies it. He compared Option one (existing Hwy 109) with Option six (revised

route chosen by NCDOT). Mr. Gill has a letter from Vince Rhea the manager for the NC 109 project from NCDOT. He also asked for information about the prime farmland from the contractor that the NCDOT uses. He states that it is interesting that the data that he received from Vince Rhea in regards to the acreage on option 6 is 124.98, which is exactly what NCDOT provided. The consulting firm stated to NCDOT that along option 1 (existing NC 109) the prime farmland is 179.23 acres of land and yet NCDOT states in their environmental statement that there is 230.13 acres of prime farmland. Mr. Gill referenced a bypass in Monroe, NC that NCDOT wanted to build. The citizens fought it in NC district court and lost the case. They then fought it in Federal Court and part of their claims against NCDOT was one, failure to analyze the environmental impacts of the Monroe Connector Bypass, two, conducting a flawed analysis of alternatives, and three, presenting materially false and misleading information to other agencies and to the public. That is what the NCDOT has done in the case of NC 109 also. Mr. Gill read a few paragraphs of the NC Court of appeals findings. NCDOT admitted in federal court that the administrator of record mischaracterizes the no bill data. In closing Mr. Gill stated that accurate information has not been given in order to reach a decision. The existing 60ft. right-of way that NCDOT owns can accommodate five lanes.

Meagan McGee: 1112 Motsinger Road
Wallburg, NC

Ms. McGee stated that she has lived at this residence for 24 years. It is a very pristine area and unfortunately it has been chosen to be the area of the new NC 109 expansion. She spoke about the economics of this project. The route that NCDOT has chosen is one of the very most expensive ways to go with this project. She feels that it is completely foolish and irresponsible to support something like that. It is not fair to people in this economy when every one of us will be paying for this project. She understands that there are legal rules to not choose the least expensive route because it is not fair to the impoverished people living in that area, but it is completely irresponsible to choose one of the most expensive option. Ms. McGee personally met with Vince Rhea and he told her to come to these meetings to speak because the individuals who attend these meetings are the ones who have a say in all of this. She asked that the members of the TAC consider not only the residents living in this area but also every one of us as tax payers who will be impacted financially.

Michael Koser: 170 Heathwood Drive
Winston Salem, NC

Mr. Koser stated that the points that Lee Gill brought up about the prime farmland were points that he had raised in correspondence with NCDOT. He also brought up there had been a historic structure that had been left out of the report. Vince

Rhea and the entire group from NCDOT when questioned about why they are proceeding forward with this project said that it was part of the Thoroughfare Plan that had been put together for this area and acknowledging that the Thoroughfare Plan is of 1985 origin and has not been updated since. He feels that this would be a very archaic document to rely on. Another piece of information is that there were options that were discarded from consideration for alternate routes because there was not good connectivity. One of these options that were discarded was to make a connector from NC 109 over to Union Cross Rd. The justification was that this was a very difficult interchange. Union Cross Rd is now under reconstruction from I-40 to Wallburg Rd. including the interchange with US 311. Mr. Koser feels that this option needs to be considered again even if the project deserves continuing consideration.

Anne Thomas: 1112 Parsons Place
Greensboro, NC

Ms. Thomas stated that she along with four nieces and nephews own a 77 acre parcel of land in Davidson County, of which 70 acres is prime pasture land. This is a family farm that has existed in the family for approximately 200 years. The existing NC 109 is big enough or can be widened enough to accommodate all of the traffic. To destroy beautiful land and homes and put people's economic future in jeopardy for the next 10 years is not right.

- Because all of the comments at the public hearing were related to one project, Rebecca Smothers, TAC Chair, asked that Pat Ivey, NCDOT Division Engineer for Division 9 address these comments at the February TAC meeting.